

# WHY ENGLAND MAY FEAR NEAR RAID OF GIANT ZEPPELINS

British General Shows That  
Air Invasion of London is  
Possible—Sees No Good  
Means of Defense.

The peril of London from a possible bombardment by Zeppelins is the subject of the leading article that appears in the July issue of The Journal of the Royal United Service Institution of Great Britain, the organization of the officers of the British army and navy. In the article a general officer points out the dangers that may hover over London in a time of war, dangers that he frankly admits are serious in extent and which might be difficult to oppose in the event of an airship invasion of England.

In a wireless dispatch from Berlin it was asserted that Germany was considering invading England with a fleet of new Zeppelins. Thus the article in The Journal of the Royal United Service Institution is of timely interest. It begins with a recital of the havoc that might be wrought on navy yards, arsenals, oil reservoirs and wireless stations by projectiles dropped from Zeppelins and aeroplanes, and then goes on to recite the dangers of an air attack on the great centers of population. On this latter point most of the space is devoted to London.

"Of these London is for us," the British general states, "the prime object of consideration. Destruction and panic in the largest provincial towns could cause trouble, but need not affect our national policy. London in this respect stands alone—that is, it is not only the habitat of a large fraction of our population, but also the seat of Government, the center of our financial and business system and the nerve center of our military and naval forces. A serious blow aimed against London would be more effective against the national life than in any other capital in the world."

**FACING A NEW ERA.**  
"We are now beyond doubt face to face with a new era in war. If you have granted my assumption with regard to the range of action and offensive power of aircraft of the immediate future, those assumptions would hold good for one object as well as another. How in London affected by them? General Delacour in an article in the Daily Mail of September 11, 1913, wrote:

"Even admitting that a Zeppelin were to pass over the English coast, it is not easy to see what result would be effected, for even in time of war it would not be permissible to drop explosives into unfortified towns."

"I have no wish to be an alarmist or to make one's flesh creep, but I am not prepared to accept this dictum even from so eminent an authority. The idea of not bombarding unfortified towns had its origin many years ago in the time of perpetual war in Europe, and like most of the rather artificial conventions of that time, it is not likely to survive. An unfortified town in those days was not of much importance one way or the other. It was not expected to offer resistance. If it was spared bombardment the enemy in return expected to occupy it without any trouble and take full advantage of its conveniences for billeting, supplies, etc."

"If a Geneva convention were now being signed, and the point were to be raised that a capital which is easily accessible to the enemy may claim exemption from attack, would it be the answer to 'Yes, provided that it is prepared to submit and not offer armed resistance to the enemy's armed forces?' And whether the answer is 'Yes' or 'No' it is not likely to be a very satisfactory one."

"After all, war is a game that governments play to win, and we could hardly expect the most chivalrous enemy to refrain from striking a blow at the heart of the country merely because it has chosen to leave that heart unprotected."

"In any student of international law tell us definitely that such a thing as an aerial attack on London is not within the rules of war, and further that there exists an authority by which these rules are enforced? Now, if many of the citizens are terrified because of the buildings contain warlike stores? If a flight of aeroplanes passed over the city, each dropping a dozen incendiary bombs in different places, would not the result be more than the few brigades could cope with?"

**COULD CAUSE HAVOC.**  
"If a Zeppelin dropped a ton of gun cotton on the Admiralty and the War Office, as she might do if not interfered with, what would be the result in disorganization and discouragement? What would be the effect of cutting off the water supply of the East End, or sinking the food ships in the Thames? These things seem incredible to us who have only known wars on the frontiers. I am reluctant to go the length of my own argument, but if it is conceded that London is within the range of action of a hostile Zeppelin or two and a flight of aeroplanes such action will soon be possible, and this is the age of the knock-out blow in everything. Would any ruler harden his heart to such action? Who can say?"

"It is not probable that such a riot and panic could be caused as to force the home Government to accept an unfavorable peace, then it, perhaps, might be done. For any less object the influence of London's financial and political power would not be insured."

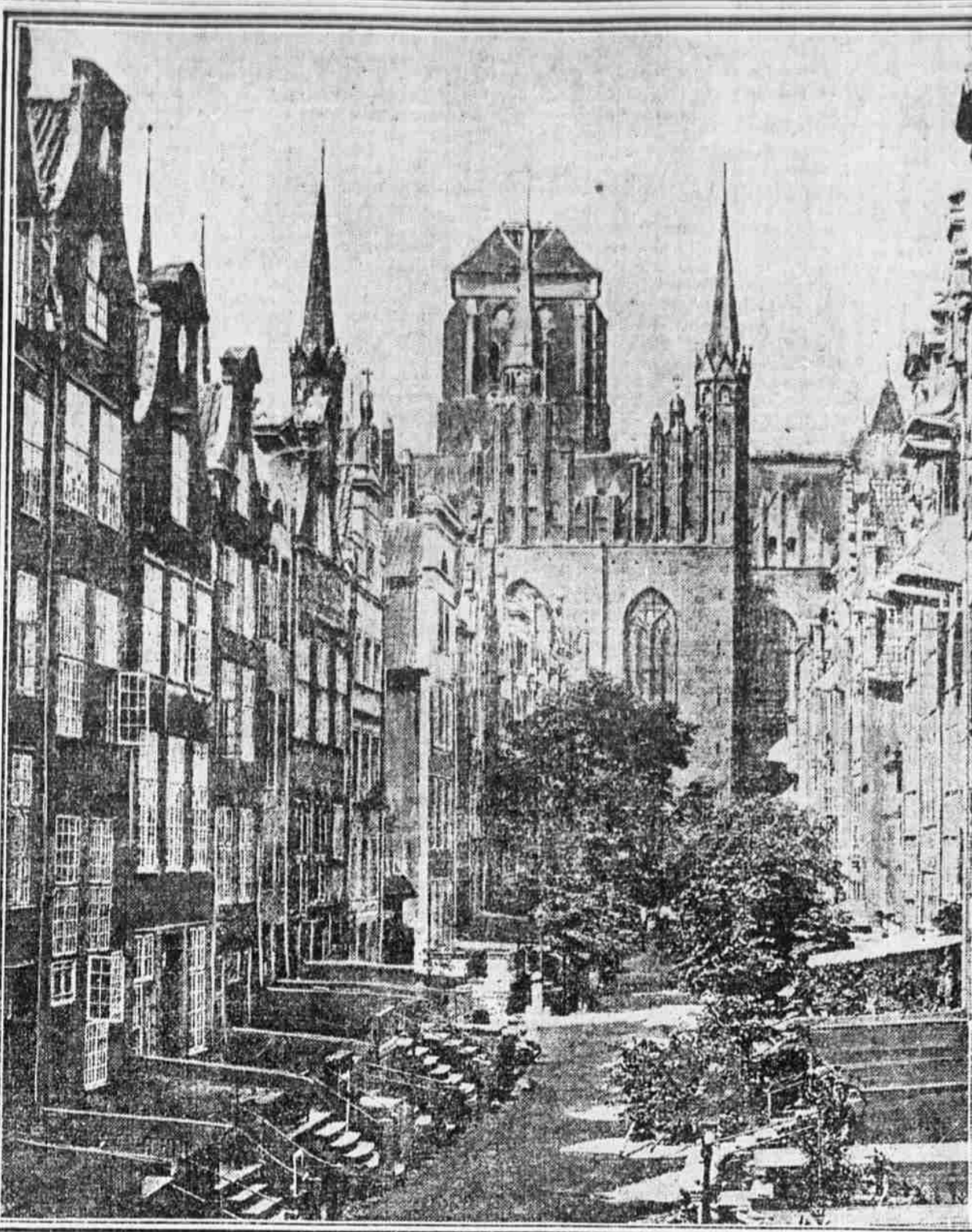
"There is, of course, the question of the influence of London's financial and political power on other countries, but if that influence did not prevail to prevent the war it would prevail to prevent the blow at the heart."

"What is the defense? In the first place, taking into account the size of London, it seems that no system of aerial patrol could prevent an attack by a dirigible balloon. A deliberate attempt to destroy a given building might perhaps be prevented, but if the balloons were exploded and she fell in flames with all her cargo of explosives the result might be as bad as the disaster."

"Aeroplanes attack on London is possible, but it is not so formidable nor so easy. Aeroplanes coming by day might be seen and engaged by our own patrols. At night, however, they would be invisible. I do not think any system of patrolling could entirely prevent aeroplanes from reaching London, and doing damage when they get there. The only way to meet this danger is to provide enough of our own aeroplanes to make it at least difficult and costly for the enemy's aircraft to get through and to be able to take a vigorous offensive."

**NEED ARMED AEROPLANES.**  
"It is no measure of actual defense can protect our capital with certainty from a dangerous attack, then the remedy must be found in offense. Armed aeroplanes are the natural balloon destroyers, and they should be provided in sufficient numbers to hunt their quarry out of existence."

"To sum up, think we have that



DANZIG, THE CITY OF HOMES, THREATENED BY RUSSIANS

This city, one of the most beautiful in Germany, is now reported to be invested by a Russian army. The photograph shows one of the quiet streets, the Fradengasse, with the Maria Church in the background.

## IN SOUTH AMERICA SOUGHT BY THE U. S.

Expert, Back From Tour,  
Says Success of Germans  
Is Due to Promotion of  
Better Understanding With  
Peoples.

Development of permanent and extensive commercial relations with the South American countries must have for its basis a closer mutual understanding of intellectual and cultural conditions, according to H. Erwin Bard, the director of the Pan-American Division of the American Association for International Conciliation. Mr. Bard recently returned on the Calumet from an extensive visit to the educational centers of South America, which was made under his leadership by a representative body of American educators.

"The Pan-American Division was created by the American Association for International Conciliation last January," said Mr. Bard, "and this trip is the first move toward establishing closer relations with our South American neighbors. We Americans are prone to overlook the necessity of a mutual cultural and intellectual understanding between countries which wish to develop extensive and permanent commercial relations. From before the creation of this nation as an independent political and commercial agent, we have been in the closest touch with the cultural and intellectual conditions of Europe. This applies especially to our mother country and to Germany, and it is a significant fact that our greatest trade relations are with those two countries. Yet it never occurs to us that this close intimacy is the basis for our commerce."

**SHOULD STUDY CHARACTERISTICS.**  
"Hence, in our attempts to develop our trade with South America we have been indifferent to the need of learning the characteristics peculiar to South American life and culture. Although the countries there have long been on intimate relations with Europe, there has been but small opportunity for cross-currents to be established between them and us. This is because the interests of South America in Europe have naturally centered in the southern, or Latin, countries, while we have developed more intimate connections with the English and Teutonic nations."

"The commercial successes of Germany in South America have been due to the fact that their merchants have recognized this principle of establishing cultural relations at the same time that they are developing the commercial side. The Germans who have settled down in South America as representatives of firms in their fatherland, or who have themselves established businesses there, are all well-educated and cultured men. They have taken the trouble to learn the language of the country and to understand its social and cultural standards. Otherwise they have not been successful and have been forced out. One of the main reasons why the Germans have been quicker than we to appreciate the value of knowing the country is that the educational system in Germany lays so much more emphasis on instruction in the modern foreign languages as part of the necessary training for a business man."

**WANTS STUDENTS TO COME HERE.**  
"But we cannot expect that the introduction of courses in Spanish and Portuguese into our commercial schools will be a panacea. We need the continual interchange of ideas between the biggest men in our country and those in the nations south of us. In the past, the general trend has been for students to go from the big universities of Argentina, Chile, and so forth, to Paris, Madrid and Berlin for postgraduate work. Yet there are an appreciable number who find their way to our colleges, and I feel sure that the number can be greatly increased if

we would only go half-way. At the same time, I wish to emphasize the benefit which many of our students could get from a year or two of study in South America."

"It is more than a question of the interchange of students, however. What we also need is an interchange of the leading men. The mere fact that a man like Colonel Roosevelt wished to visit these countries of South America was a big step in the making of better relations. As far as I could learn, he also made an excellent impression. It is the same way with the visits which Robert Bacon and Secretary Root have paid to South America in the past few years. I heard references to these trips constantly."

"Between the present war and the attractions of the San Francisco Exposition, there will undoubtedly be a great number of South Americans who will visit this country in the next year. Argentina is spending a great deal of money and care on her representation at San Francisco. She is also contemplating the creation of several national commissions, which will come to the United States to study various fields of activity. This coming December Chile will send a commission to study our trade schools, and Tancred Pinochet Le-Brun, director of the National Trade School of Santiago, and one of the biggest educators in Chile, will be at the head of the commission."

"The South Americans are thus ready to do their share in the establishment of more intimate relations with us. It is our duty, as well as to our interests, to respond. If only the firms which already have trade connections in South America and those who are about to establish themselves there choose as their representatives men of experience and culture who know the language of the countries and the trade of these particular firms to be greatly benefited, but a long step forward will be made in the realization of the position which the United States should naturally hold in the western as well as in the markets of South America."

"At the same time, steps should be taken to secure a better knowledge of the fact that our children of the State School of Modern Languages in Buenos Aires, arithmetic in French, and so on. Where technical terms are infrequent and unimportant, the subject is usually taught in foreign language. As a result, the pupils are given consultants without having devoted additional time to the study of languages. Our treatment of the modern languages is notoriously deficient and this is particularly true of Spanish."

**BLUNDERS MADE HERE.**  
"Of course, this is all going to take time, for our ignorance and misinformation of South America are almost incredible. Take, for instance, the matter of languages. Few Americans know that outside of Brazil, where the official language is Portuguese, the official language of all the South American countries is Spanish. The Spanish is as near to the pure Castilian as our English is to that of England. Our conception of South American geography is equally at fault. I have seen some of the latter from firms to clients in Argentina. From the information shown as to distances and to the places of the cities, I think it a wonder that the firms can carry on any trade down there."

## GERMAN DIRIGIBLES REPORTED INFERIOR TO FRENCH AIRSHIPS

Zeppelins Not Armed for  
Fear of Gas Explosions  
and at Mercy of High  
Flying Aviator.

The story of the ramming of a German Zeppelin airship by the famous French aviator, Roland Garros, probably arose from the idea that a Zeppelin cannot be attacked in any other way, owing to its being defended from assault from above, by a rapid-firing gun mounted on the gas bag.

In order to make sure of his aim, a bomb thrower in an aeroplane would have to approach within 100 feet above the Zeppelin, where he would be within easy range of the gun supposed to be mounted on the balloon.

As a matter of fact, however, only three or four of the very latest Zeppelins are equipped with these gun platforms

and, furthermore, it is learned on good authority that none of them is mounted with guns, for it is now known that if there were a leak in any of the chambers of the gas bag near the middle portion of the dirigible, the escaping hydrogen would find its way out near the gun platform and would be most certain to explode when the gun was discharged.

It is now believed that the explosion several months ago of the new Zeppelin at Johannisthal, near Berlin, when the entire crew was killed, was caused by the gun on top firing blank cartridges as an experiment.

It is, therefore, comparatively a simple matter, in the absence of a gun, for an aviator to approach quite close to a Zeppelin from above, for the crew in the cars below the gas bag, cannot hit the aeroplane so long as the pilot keeps the envelope between himself and the cars of the Zeppelin. The knowledge of this fact probably accounts for the absence of reports of German airships flying over France, while the German balloons have been seen much over Belgium. France has a huge corps of expert aviators and aeroplanes of the highest efficiency, while the Belgian aviation corps is so small that it hardly counts.

While Germany has been the especial sponsor of the dirigible for military purposes, this country has not overlooked the aeroplane. While France has popularly been supposed to lead in war aeroplanes, Germany has as many as 1500 of these machines, and perhaps the largest world.

These 1500 machines are all comparatively new and with all the latest in progress. With our more than 1000 planes, Germany has a month for the last six months, one may safely put the entire

German output at 350 a month. With an aeroplane for each of these engines, German military aviation activity breaks all records.

The number of pilots to fly these machines is greater than the aviation corps of any other nation because of Germany's policy of encouraging civilian flying schools. Under this system each aeroplane firm of any importance had a certain number of soldiers, mostly officers, but some privates and non-commissioned officers allotted to its school to be trained by the firm's own pilots.

The training of these military flyers was paid at a rate that enabled the companies to use the best machines and pay high wages to their pilots. The firms could afford to provide comfortable quarters for their pupils and in other ways to do things on a scale which does not exist in any other country.

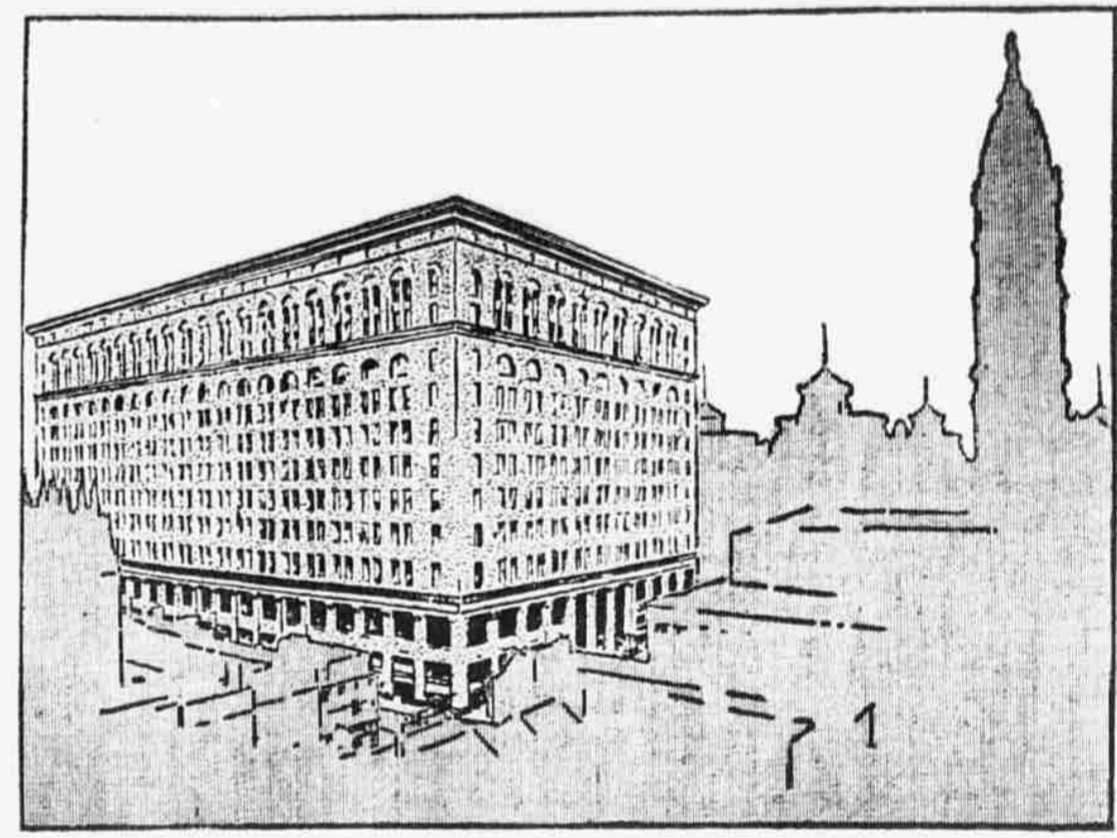
In order to stimulate progress in aviation, military aviators were encouraged to enter the big flying competitions, and various Government departments gave handsome prizes. For this reason there were 30 starters in the Prince Henry competition this year, while the big London-Manchester air race in England about the same time brought out only six starters.

It is now practically certain that the German and Austrian air scouts together outnumber all the French, Russian, British, Belgian, Serbian and Dutch aviators, so that in the aerial end of the war Germany is far ahead of her enemies.

Store Opens 8:30 A. M.

WANAMAKER'S

Store Closes 5:30 P. M.



Grand Organ Recitals 9, 11 and 5.15

## THE WANAMAKER STORE Announces for Tomorrow

The first great Autumn sale of hosiery and underwear—many thousand pair of hose and pieces of underwear in both Fall and medium weights at prices averaging one-third less than usual.

(East Aisle and Subway Floor)

A special collection of young women's Autumn suits and new afternoon dresses to sell at \$13.75 each.

(Second Floor, Chestnut)

A showing of new imported broadcloths to be used for coat suits. These are in 125 different shades; a collection not likely to be duplicated or equaled.

(First Floor, Chestnut)

First showing of men's new tweed hats and caps from Lincoln Bennett, London.

(Main Floor, Market)

Last showing of the Callot gown copies in the Little Gray Salons at 11 and 2.30

(First Floor, Central)

First showing of the new Parisienne corsets for Fall. These conform to the new fashion lines.

(Third Floor, Chestnut)

Opening up of the new marabou and ostrich boas. These pretty things include many charming novelties that every woman will want to see.

(Main Floor, Central)

A little special sale of a hundred new bed quilts at \$2.75, \$3.75 and \$9. New blankets in the same place.

(Fifth Floor, Market)

Showing of complete assortment of finest new English suitings for gentlemen's wear, in the London Tailoring Shop.

(Subway Gallery, Chestnut)

Opening up of the new Autumn silks in the Lower Price Store. A large and varied assortment, including many silks arranged in dress lengths at low prices.

(Subway Floor, Chestnut)

JOHN WANAMAKER